

PSRC Coordinated Grant Program, 2014 Supplemental Application Information

*Note: This application is supplemental to information provided in the WSDOT Consolidated Grant Program Application. Applicants **must** fill out both applications to be eligible for WSDOT and PSRC funds.*

If any required information is not included on the grant application materials submitted to PSRC by the posted deadline, then the application will be penalized during the scoring process by not scoring the incomplete parts of the application (e.g., if no information is provided on a subject, then no points will be assigned to that topic based on PSRC scoring criteria).

Project Name: Transportation Assistance Program (TAP) Operations
Project Sponsor: Senior Services of Snohomish County

Note: Project name and sponsor should be the same as listed on the WSDOT Consolidated Grant application.

REQUIRED

I. Funding

To which agency(ies) and for what type of funds are you applying?

Grant Funding Program	MARK ALL THAT APPLY WITH "X"
PSRC Section 5310 Funds	X
WSDOT Consolidated Grant Program	X

Note: those projects applying to PSRC Section 5310 Funds must have at least one trip end within the large (Seattle-Tacoma-Everett) urbanized area. Please review map on PSRC FAQ at: <http://www.psrc.org/funding/special/applications-sn> to confirm project location.

Grant Funding Total	AMOUNT (\$)
Minimum Grant Amount Needed to Sustain Programs at Existing Levels	\$680,000
Grant Amount Needed to Expand Programs Beyond Existing Service Levels (if applicable)	\$
Total Grant Funding Amount Requested	\$680,000

II. Matching Funds

Federal Transit Administration (FTA) funds include the requirement of not less than 20% match for capital projects and not less than 50% match for operating. For purposes of match, mobility management projects are capital. Projects will be funded to include at least the required match.

MATCH	AMOUNT (IN \$)	MEETS REQUIRED MATCH? YES/NO
Secured Match (Cash and In-kind)	\$70,000	YES
Match Sought through WSDOT Consolidated Grant (Unsecured)	\$54,000	YES
Other Unsecured Match	\$502,000	YES
Total	\$626,000	YES

Note: You may request the amount anticipated with full match; however, the amount awarded at contract execution will be based on providing at least the minimum required match amount.

Please describe how you will meet required match amounts if they are not secured at this time, or provide other explanation relating to matching funds. If you are including an in-kind match, please describe what the in-kind match includes.

Currently \$70,000 in match funding is secured; however, Senior Services is highly confident the remaining \$502,000 which falls under “reasonably expects to secure” will be secured. These sources include:

Snohomish County TAP operational funding: \$220,000

Snohomish County TAP transportation to Multicultural Senior Center funding: \$78,000

Full Life TAP transportation to Adult Day Health Care funding: \$204,000

Based on past funding and proposed budgets these sources of funds will be secured prior to July 1, 2015. (See attached letters documenting matching funds.)

Senior Services reasonably expects that additional local funds will be provided if the \$54,000 of unsecured funding from WSDOT is not awarded.

III. Address Needs and Gaps

Please describe what needs and gaps identified in the PSRC 2015-2018 Coordinated Transit-Human Services Transportation Plan that your program or project addresses.

If program/project is newly proposed, please indicate what needs and/or gaps the project is intended to address and how it will meet those needs and gaps. If the program/project is existing, please identify needs and gaps that the project currently addresses and/or any new needs or gaps being addressed that are not currently addressed by the project.

TAP meets eight of the eleven needs identified within the PSRC Plan (Page 35) including: Safe and convenient access to appropriate transportation options; affordable transportation options; reliable transportation; safe and secure transportation; convenient trip planning; reasonable travel times; culturally relevant information resources; and seamless connections between transportation services.

In addition, TAP addresses four of the five gaps identified by the PSRC Plan (Pages 35-38) including:

Spatial Gaps: TAP serves the geographic areas of Snohomish County outside of the ¾ mile ADA Corridors along fixed transit routes and therefore not served by the public paratransit providers. The program serves large areas of the county not covered by any public transportation – 23 % of TAP rides are in rural areas, 21% are in the Marysville small urbanized area, and 56% are within the Seattle/Tacoma/Everett large urbanized area. A decrease in TAP services would create a serious and significant geographic gap in Snohomish County transportation services.

Temporal Gaps: TAP operates Monday through Friday from 6:30 a.m. to 5:00 p.m. By providing service earlier in the day and during the midday, it helps to fill transit gaps beyond the peak public transit hours.

Institutional Gaps: As a ‘Non-ADA Paratransit Service’ that serves seniors and people with disabilities TAP has significant flexibility in addressing gaps created by rules, regulations, and

requirements required by funding sources and the transportation providers.

Awareness Gaps: Through an innovative collaboration between TAP, Snohomish County, and the Multicultural Senior Center in Lynnwood; ethnic elders (Filipino, Korean, Chinese, Vietnamese, and Latino/Hispanic) are provided demand/response rides to and from the center five days a week. At the center, bicultural/bilingual social workers provide passengers information on the transportation options - modes and transit systems - in the county.

IV. Project Uniqueness and/or Coordination

Describe coordination or outreach efforts aimed at ensuring the Region's needs are met while avoiding unnecessary overlapping or redundant service. Please describe why your project is unique or different from other programs, projects, or services that address special needs populations within the project service area.

Questions to consider include, but are not limited to:

- Does your project serve a geographic area that is currently lacking special needs transportation service?
- Does your project service days or times of the day when other services are unavailable?
- Does your project serve a portion of the special needs population whose transportation needs are currently unmet even though other services may be available? If so, explain why your service is needed in addition to other services?
- If your project serves a portion of the special needs population for whom service already exists in your region, is there a need for additional capacity to meet demand?
- Does your project address core countywide mobility management functions, including developing and maintaining mobility management on at least a county-wide basis?
- Does your project address awareness gaps or facilitate coordination through mobility management activities that would not otherwise be available to a segment of the population?

TAP is unique from the public transit agencies operating in Snohomish County.

- TAP serves urban and rural areas of Snohomish County outside of the ¾ of a mile fixed route ADA Corridor.
- TAP operates 6:30 a.m. to 5:00 p.m., covering the important mid-day transit service gap.
- TAP is able to fill an 'institutional gap' in services by provide transportation for people with disabilities and seniors.
- TAP conducts outreach targeting ethnic elders who experience unique barriers in accessing traditional paratransit services.

TAP has a long history of collaborating within the transit community and with community based organizations including the Snohomish County Special Needs Transportation Coalition (SNOTRAC); Catholic Community Services Volunteer Transportation; Northshore Senior Center; Tulalip Tribes; Stillaguamish Tribe of Indians; Puget Sound Kidney Centers; Full Life Adult Day Health Care (serving seniors with dementia and adults with developmental disabilities); work shelters and group homes; and the public transit agencies - Everett Transit and Community Transit. (See the attached letters of support from the two transit agencies.) By coordinating services TAP is able to improve efficiency and effectiveness across the transit network while avoiding duplication of services.

V. Benefits to Special Needs Population

PSRC will identify an estimated number for the special needs transportation population within your project's service area who could potentially utilize the service. **To allow us to do so, please include in your application an attachment with a map of your project's service area.**

Note: If possible, please provide a GIS shapefile of your project's service area. If you are unable to do so, an image will suffice.

☒ *By checking the box to the left, I am indicating that I have included in my application an attachment with a map of my project's service area.*

In addition, please include a description in the box below of the benefit your project provides to special needs transportation populations over time. For new projects, please provide an estimate of the benefit to special needs populations that will be achieved.

TAP serves two special needs transportation populations - seniors (62+) and individuals with a disability; and while the services provided are not income based, the vast majority of TAP passengers are low-income.

Over time TAP provides long-term stability and improved quality of life for older adults and individuals with disability. TAP offers these at-risk populations the ability to 'age in place' increasing their housing options and reducing the need for institutional care in a more restrictive setting.

TAP services are core to Senior Services mission; the program has provided Non-ADA Paratransit services for the past 20 years and anticipates continuing to fill this important transportation gap in Snohomish County as people live longer and the 'baby boom' generation continues to age.

VI. Performance Measures

For existing programs/projects, please describe the performance goals used to define the level of performance you aim to achieve, as well as your performance targets used in measuring relevant outputs, service levels, and outcomes (see below for detail on required measures, where applicable). In addition, please indicate which targets were met and which were not met during the previous one- to two-year period. (Note: for those applicants who included measures and targets relating to how you measure success from the fall 2012 WSDOT Consolidated Grant application form, please indicate how you did in meeting the performance measures and targets indicated in that application, even if you plan to use a different measure and target for this grant application).

For new programs/projects, please describe the performance goals you will use to define the level of performance you aim to achieve, as well as the performance targets you plan to use in measuring relevant outputs, service levels, and outcomes (see below for details on required measures, where applicable). In addition, please indicate what steps you plan to take to meet your targets

Under the Government Performance Results Act (GPRA), the FTA is required by law to establish performance goals and indicators for each of its programs. Thus, state and designated recipients must report for all recipients and subrecipients of Section 5310 funding in projects selected by the state or designated recipient.

Submissions are required to include data on appropriate measures depending upon project type (e.g., mobility management, other capital project, operating, etc.) and funding source sought (e.g., PSRC Section 5310 funding, or other WSDOT-managed funding):

Required Measures For Project Proposals Considered “Traditional Section 5310 Projects” (see FTA C. 9070.1G pages III-10 to III-12).

- 1) **Gaps in service filled.** Number of seniors and people with disabilities afforded mobility they would not have without program support as a result of traditional Section 5310 project.
- 2) **Ridership.** Actual or estimated number of rides (as measured by one-way trips) provided annually for individuals with disabilities and seniors on Section 5310-supported vehicles and services.
- **Mobility Management Measures.** In addition to measures related to ridership and gaps in service filled within their jurisdiction, Mobility Management programs may also choose to track the following non-FTA required performance measures:
 - Number of coordination efforts among existing transportation providers
 - Number of trainings provided/Number of people involved in trainings

Required Measures for Other Section 5310 Projects (see FTA C. 9070.1G pages III-10 to III-12)

- 1) **Increases or enhancements related to geographic coverage, service quality, and/or service times** that impact availability of transportation services for seniors and individuals with disabilities as a result of traditional Section 5310 project.
- 2) **Additions or changes to physical infrastructure, technology, or vehicles** that impact availability of transportation services for seniors and individuals with disabilities.
- 3) **Actual or estimated number of rides** provided for seniors and individuals with disabilities as a result of the project.

Other Projects

- 1) For projects not seeking PSRC Section 5310 funding, please identify performance measure(s) and associated targets relating to PSRC 2015-2018 Coordinated Transit-Human Services Transportation Plan desired outcomes found in Chapter 5 of the Plan.

For the 7/1/2013 through 6/30/2014 contract period TAP projected providing:

10,150 Revenue Vehicle Hours and actually provided 9,803; a variance of 3%.
202,350 Revenue Vehicle Miles and actually provided 198,311; a variance of 2%.
19,550 Passenger Trips and actually provided 19,311; a variance of 1%.

For the two year project period, 7/1/2013 through 6/30/2015, TAP is anticipating achieving its Revenue Vehicle Hours, Revenue Vehicle Miles, and Passenger Trip targets.

In addition, using passenger surveys, TAP tracks four outcome measures to monitor program performance:

97% (312) of TAP passengers report decreased barriers to using transportation.
91% (293) of TAP passengers report increased access to critical services.
86% (276) of TAP passengers report increased independence.
91% (293) of TAP passengers report increased social contacts (reduced isolation).

OPTIONAL

VII. Use this space to describe your project with additional information not addressed in the main application, which could be relevant to the PSRC recommendation and decision-making.

All optional information must be kept to two pages, Arial font, at least 10.5 point type and 1" margins. PSRC reserves the right to exclude optional information not contained in two pages.

III. Address Needs and Gaps (Continuation)

In addition to meeting the needs and gaps identified in the PSRC 2015-2018 Coordinated Transit-Human Services Transportation Plan, TAP addresses the needs and gaps identified in the Snohomish County Transportation Coalition (SNOTRAC) Strategic Plan.

SNOTRAC oversees and provides guidance in the development and implementation of a coordinated transportation system for persons with special transportation needs in Snohomish County. Of the five transportation goals identified in the SNOTRAC plan, TAP addresses goals one, two, and four:

Goal 1) Maintaining Existing Services and Resources: The TAP program maintains an existing service; increases use of existing services (ridership); enhances coordination among existing programs, improves efficiency of existing programs; and improves awareness of existing services.

Goal 2) Coordinating a Seamless Transportation Service: The TAP program increases regional and cross jurisdictional transportation options; simplifies the eligibility process; builds transportation capacity within existing community resources; identifies opportunities for individuals and communities to help each other provide special needs trips; and develops strategies to reduce duplication through sharing of resources and passengers.

Goal 4) Promoting and Increasing Awareness of Transportation Options: TAP increases transportation options in underserved geographic areas; identifies and researches populations with unmet needs; and develops projects to meet those unmet needs.

V. Benefits to Special Needs Population (Continuation)

Over the past two years the character of Snohomish County has continued to change at a significant rate.

Some of these changes are nationally recognized, for example the aging of the 'boomer generation' with the resulting growth in Snohomish County's senior population by 2% per year. As a Non-ADA Paratransit service, TAP is able to serve older adults who do not qualify for public paratransit services. Also, as is the nation, Snohomish County is becoming more racially and ethnically diverse. TAP's innovative collaboration with the Multicultural Senior Center in Lynnwood ensures ethnic elders that face cultural and linguistic barriers to transportation are able to access transit services.

Another change of note is the urbanization of Snohomish County. While the largely urban West Snohomish County SMART Corridor along I-5 is growing in density; entire cities in the East Snohomish County SMART Corridor once considered rural are now considered urban. The

communities of Arlington, Marysville, Tulalip, Lake Stevens, and Snohomish now comprise the Marysville Urbanized Area. As a result of these changes, TAP's existing ridership is increasingly classified as urban.

Other changes are more institutional in nature. For example the reduction in public transit fixed routes, which results in a shrinking of the ADA Corridor, increases the number of individuals with disabilities who cannot access ADA Paratransit services. These cuts are increasingly in urbanized areas and also add to TAPs increasingly urban ridership.

While multiple overlapping transportation systems within a region may provide flexibility and choice for a younger healthy individual; older adults and individual with disabilities experience each connection point between modes and systems as a barrier to transportation services. Because TAP is able to serve older adults and is not limited to the strict ADA definition of disability, it can serve passengers based on their individual special needs with less regard to how far they live from a public transit stop, fixed route, or geopolitical boundary.

To gain a better understanding of the demographic, geographic and geopolitical makeup of Snohomish County see the following maps attached to this grant application:

- Service area map distinguishing urban and rural communities
- Population density map for all ages
- Population density map for ages 65+
- Population density map for people with disabilities
- Population density map for low income populations